

New York-Washington Road Record Lowered—Local Motor Doings

The Standard Equipment on the Record-Breaking Haynes

Consists of

Rayfield Carburetor
which made the high speed of 70 miles per hour possible and only one stop for gasoline necessary.

Boyce Motometer
for the purpose of warning the driver in the event that his oil or water supply was diminishing toward the danger point.

Gabriel Snubbers
to save the motor and chassis from the injurious jolting always associated with excessive speed.

This extra equipment proved of material assistance in making the run from New York to Washington in 7 hours 26 minutes.

IRVIN T. DONOHOE, Distributer
Salesroom and Service Station.
1318 14th N.W. Tels. North 6736-2746.

AUTO RECORD MADE ON NEW YORK RUN

D. B. Gish Makes Trip in Seven Hours and Twenty-Six Minutes.

START MADE AT 5:23 A.M. AND TRIP ENDED AT 12:49

Distance Covered Was 238.2 Miles and Roads Were Found in Good Condition.

BY HOWARD S. FISK.

Another automobile road record was hung up last week, when the time between New York and Washington was reduced 1 hour and 26 minutes, the honor going to a local driver, D. Braley Gish, who was accompanied by Harry E. Duckstien, who acted as official observer on the run. The record run was made in a Haynes "light-six" touring car of the stock type. The distance was 238.2 miles and the time 7 hours and 26 minutes.

The former record was held by Ed B. Terry, a Washington motorist, who drove an Apperson 6-59 touring car May 25, 1915, over the same route in 8 hours and 52 minutes. The new record is unique in many respects, not a moment being lost during the entire trip for mechanical or tire trouble. The motor never stopped an instant from the time the car left the ferry at Jersey City.

Starting from Jersey City, Wednesday, June 14, at 5:23 o'clock in the morning the conditions were ideal for making the run. The weather was clear and the sun shined brightly with a slight breeze blowing. From there

The roads in Maryland were found in the best condition of any on the entire trip. Mr. Gish displayed his driving qualities, piloting the car the entire distance. Charles Duckstien acted as observer, and picked the road from the front seat. They had a passenger with them between Jersey City and Trenton, Matthew G. Romes of New Brunswick and Joseph McGorry and John Toman of Trenton, N. J. On arrival in this city the car, which is a stock model, was placed on exhibition in the showroom of the Haynes Motor Company, 1113 14th street northwest.

Itinerary of the Trip.

The itinerary of the trip was as follows:

Miles.	Place.	Time.
0.0	Jersey City (New York)	5:23
8.2	Newark	5:34
14.6	Elizabeth	5:45
20.8	Rahway	5:56
24.7	Iselin	6:07
28.8	Metuchen	6:18
33.1	New Brunswick	6:29
40.0	Monmouth Junction	6:40
60.0	Trenton	7:10
70.0	Darby	7:21
80.4	Phil. (Broad and Ris. Sun. ave.)	7:32
108.2	Chester	7:43
111.1	Marcus Hook	7:54
120.0	Wilmington, Del.	8:05
134.7	Newark	8:16
144.1	Elkton, Md.	8:27
148.8	Northeast	8:38
151.2	Charlestown	8:49
158.9	Perryville	9:00
168.0	Belair	9:11
175.3	Kingsville	9:22
182.2	Kingsville	9:33
188.0	Baltimore, North and Charles	9:44
207.8	Elkridge	10:00
217.0	Laurel	10:11
228.6	Beltsville	10:22
230.2	Hyattsville	10:33
235.5	15th and H streets northeast	10:44
238.2	Washington, 14th and Pa. ave.	12:49

Suggests Wheel Tax.

A wheel tax to help maintain improved roads is strongly recommended by Dr. Joseph Hyde Pratt, secretary of the North Carolina state highway commission. While all property owners are taxed for building roads, and rightly so, because they are a general asset, the roads are worn out by the people who use them, so Dr. Pratt recommends taxing automobiles according to their horse power and weight and other vehicles according to their capacity, width of tires and relative location of front and rear wheels, the tax being lower if the distance between the front wheels is different from that between the rear wheels. At the present time such a wheel tax is a novelty, the nearest approach to it in the United States

roads of later design are generally in poor condition because, as Mr. Ripley says, "it had not been clearly recognized that maintenance must start as soon as the road is opened for traffic, and that some definite surface treatment must be given to a macadam road, whether waterbound or bituminous, not later than two years from the date of its completion, if this road is to be kept in good condition."

On Western Trip.

Claude E. Miller of the firm of Miller Bros. is on a western tour in the interests of his firm. His itinerary includes New York, Detroit, Flint, Mich., and Racine, Wis. At Flint he will visit the Dort factory and at Racine the Mitchell plant. He will also stop at several other places en route prominently identified with the automobile industry.

Reports Bad Roads.

C. E. Pister, who is en route to Boston, Mass., reports that motorists intending to take the trip to the Hub and vicinity should avoid the route via New Rochelle, Bridgeport and Worcester. Much of the road, he says, is undergoing repairs and the detours are rough, destructive to tires and can be taken only on low gear. The route via New Haven, Conn., is also undergoing repairs.

Recent Dodge Deliveries.

During the past week Dodge cars were delivered to the following: A. H. Wilson, Dr. Lawrence, W. D. Bigelow, E. L. Cole, R. B. Stevens, Elias Gelman, Charles Kierdan, W. H. O'Hara and Bishop Earl Crane touring cars. Roadsters of the same make were also delivered to W. Wardfield, A. H. Pierson, Lieut. W. R. Van Auken, U. S. N., and L. H. Warner.

With Burger Motor Company.

Elliott P. Hough, a pioneer automobile salesman of the National Capital, has associated himself with the Burger Motor Company, and will sell Hupmobiles in the future. For some time past he has been temporarily connected with the government.

Oakland Deliveries.

A six-cylinder Oakland touring car was delivered a few days ago to Mrs. Mary P. Crane, and a car of the same type to J. W. Manning.

Send Us 2 Old Tires
and we will make you one good one—4,000 to 6,000 extra miles.

SOME OF OUR PRICES:

36x3 1/2	\$3.00
32x3 3/4	\$3.25
34x4	\$4.25
36x4 1/2	\$5.00
37x5	\$5.50

Other Sizes in Proportion
We can furnish either inner or outer casing if you have only one worn tire.
Small Additional Charge for Repairing Blowouts.
The Ramsdell 2-in-1 Tire Co., Inc.
1802 Fourteenth Street N.W.
Washington, D. C.
Phone North 249. Henry R. Rose, Branch Manager.

ESTABLISH NEW RECORD BETWEEN NEW YORK AND WASHINGTON, D. C.



D. B. GISH AT THE WHEEL OF A HAYNES "LIGHT SIX" TOURING CAR, WHICH HE DROVE ON 240-MILE RUN IN SEVEN HOURS AND TWENTY-SIX MINUTES. HE WAS ACCOMPANIED BY HARRY E. DUCKSTIEN, A LOCAL AUTOMOBILE EDITOR, AS OFFICIAL OBSERVER.

they followed the Lincoln highway to Newark, which was reached at 5:45, and thence on to Elizabeth, which was passed at 5:54 o'clock. Next came Rahway at 6:03; Iselin, 6:11, and Metuchen at 6:18 o'clock. Passing through New Brunswick at 6:28 o'clock the route to Trenton, via Monmouth Junction was taken, the junction being reached at 6:45 o'clock, with everything going well.

Quick Time to Philadelphia.

The arriving time at Trenton, 6:03 miles from New York, was 7:16 o'clock. From here the Lincoln highway was again followed to Langhorne, which was reached at 7:23 o'clock, pulling into Philadelphia at Broad street and Rising Sun avenue at 7:53 o'clock. The route from the Quaker city on was through Darby, where the time registered was 8:17 o'clock. Next came the town of Chester, which was passed through at 8:33 o'clock, and then Marcus Hook. Here a stop of three minutes was made at 8:42 o'clock for gasoline, water and oil. Telegrams were also dispatched at the same time.

Making Study of Roads.

T. M. Ripley, division engineer of the New York highway commission at Watertown, has been making a serious study of road construction and maintenance in that state, and has reached a number of wise conclusions. There are in New York state 80,112 miles of public roads of which only 23,196 miles have been "surfaced" or improved. What are known as "designated state and county highway systems" cover a length of 11,888 miles, of which 7,838 miles are completed or are under contract, so that New York, which is foremost in so many good things, seems to have been somewhat indifferent to this great cause, although its expenditures on account of good roads have reached very large figures. Mr. Ripley has found that the earlier roads built in the state were made for nothing heavier than horse-drawn traffic and that they are not equal to the great strain of the modern traffic of the present day. The horse-drawn vehicle, which traveled with light loads from three to eight miles an hour, was replaced by the course by motor vehicles carrying much heavier loads and going from 15 to 25 miles an hour. Five or six years ago the road builders in New York were making roads that could take care of increasing automobile traffic. The bottom of the roads then were made of three or four inches of broken stone, the size of the stones has been increased now to six inches or more, bound with bituminous material, or a more expensive type of road of concrete or brick has been adopted. The cost has multiplied greatly and yet the precise type of road in New Jersey, where they were found, is probably not been found for the steadily increasing weight of traffic. Roads that were built only five or six years ago were not designed for the traffic of the present day, and even the

probably being the vehicle tax in the territory of Hawaii.

Scrapps-Booth Car Third.

A Scrapps-Booth stock car won the hearts of sport-loving Cubans by taking third place against a field of seventeen other contestants in a stable, which recently held at Mariano, Cuba. It was beaten only by two European cars having motors of much higher power, and finished ahead of thirteen other American cars, all of which have larger motors than the Scrapps-Booth. A Chenard-Walcker, with a motor of 169.65 cubic inches displacement, won the race, and a Mercedes, with 155.5 cubic inches displacement, was second. The Scrapps-Booth performance is considered highly creditable because its motor displacement is only 102.87 cubic inches. It was driven by Frederico de la Oza, and was a stock car in every respect, only the fenders having been removed for the race. Among the starters were some of the best known cars made in the United States, with motors rated up to 212 cubic inches displacement.

URGE CARE OF BENZOL, WHICH NOW IS WASTED

Elwood Haynes, Manufacturer, Believes It "Most Probable" Substitute for Gasoline.

That benzol is the most probable substitute for gasoline is the opinion of Elwood Haynes, one of the pioneer manufacturers of this country and who built the first American gasoline-driven automobile. "If care were taken," said Mr. Haynes, a few days ago, "to reclaim the benzol which goes to waste each year in the dry distillation of coal for coke, this fuel could be placed on the market at a price that would make it as economical for the automobile owner as gasoline. "In past years Germany has produced the major portion of the world's supply of benzol for use in her dye industries. In the United States the residue containing benzol, which has accounted in good share for Teuton commercial prestige in past years, has been permitted to go to waste.

Gives Total of Output.

"The American production of benzol during this year will amount to 22,000,000 gallons, most of which will be used for the production of dyes, chemicals and explosives. By wider application of the methods in present use this production could easily be raised to 600,000,000 gallons yearly.

Reclamation of Benzol from Coal.

"The reclamation of benzol from the coal that goes to waste through archaic mining methods would swell these figures to even greater amounts. If benzol comes into common use we have no shortage to fear. "Benzol contains the same elements as gasoline, but the carbon and hydrogen are combined in equal parts. While the two liquids differ widely in their chemical actions, both are readily volatilized into highly explosive gases when properly mixed with air.

The extent countries, which are

not yet using benzol as a motor fuel are using benzol in their military motors without changing the design of either the motor or the carburetor. The application of benzol as a motor fuel must receive a marked impetus in this country at the close of the European conflict, since the supply that is being consumed in the manufacture of explosives will be diverted to the motor fuel market.

Recent Reo Deliveries.

During the past week six-cylinder, seven-passenger Reo touring cars were delivered to Dr. S. B. Moore and W. C. Schoonover, and four-cylinder, five-passenger touring cars to George W. Evans, C. Riani, W. M. West and Charles Schwartz. A two-ton Reo truck was also delivered to W. M. West.

Mitchell Deliveries.
Purchasers of Mitchell cars during the past few days include John M. Goddell, Angeles H. Bacon, Wilson Motor Company, Baltimore, Md., and the Mendeny Auto Supply Company, Roanoke, Va.

Left for New England.

Mr. and Mrs. W. C. Schoonover, after purchasing a new Reo touring car last week, left with the members of their family for New England, where they expect to spend the next three weeks touring.

Three Chandler Deliveries.

A four-passenger Chandler roadster was delivered a few days ago to F. A. Ostmann, and seven-passenger touring cars to M. E. Buckley and A. M. Thomas.



ACROSS THE CONTINENT FROM MONDAY TO MONDAY.

As an example of stamina and endurance the Cadillac's thrilling dash from the Pacific to the Atlantic in less than seven and one-half days marks an achievement unparalleled in the history of motordom.

Immediate Deliveries

The Cook & Stoddard Co.,
Tel. North 7810 1138-40 Conn. Ave.

THE RECORD WAS BROKEN ON

EMPIRE TIRES

THERE WERE NO TIRE CHANGES MADE

AMERICA'S GREATEST "LIGHT SIX"

HAYNES

Stock Touring Car

Breaks New York-Washington Road Record by 1 Hour 26 Minutes

A Haynes Stock Model Touring Car, driven by D. B. Gish, Official Observer H. E. Duckstien, automobile editor of The Washington Post, left New York (Jersey City ferry) at 5:23 a. m., June 14, and checked in at the Municipal building, Washington, D. C., at 12:49 noon the same day, thus making the run between the two cities in

7 Hours 26 Minutes—Distance, 238.2 Miles

The former record was held by E. B. Terry, of this city, who made the run in an APPERSON a little more than a year ago in 8 hours and 52 minutes. The elapsed time, as stated above, was 7 hours 26 minutes. The actual running time was 14 minutes less, making an average of nearly 33 miles per hour. The only stops that were made—a total of five—were due, in four instances to traffic conditions, and the fifth was a voluntary stop for the replenishing of gasoline and oil.

From the time the car left New York until it arrived in Washington there was not the slightest trouble of any kind with either the motor or Empire Tires. A maximum speed of 70 miles per hour was recorded on the speedometer upon several occasions, the car seldom moving at a rate of speed less than 55 miles per hour. Not a cylinder missed fire from start to finish, and the motor did not heat up. Not a tool was used. The Haynes made a perfect run in every respect. Owing to the easy riding qualities of the car no discomfort was felt on the entire trip.

TIME SCHEDULE

Haynes Six Record Run, New York to Washington
JUNE 14, 1916

D. BRAILEY GISH, Driver. **H. E. DUCKSTIEN, Observer.**

Miles.	Place.	Time.	Miles.	Place.	Time.
0.0	New York (Jersey City Ferry)	5:23	141.4	Elkton, Md.	9:45
8.2	Newark, N. J.	5:45	148.3	Northeast, Md.	9:55
14.6	Elizabeth, N. J.	5:54	151.2	Charlestown, Md.	10:00
20.8	Rahway, N. J.	6:03	158.9	Perryville, Md.	10:12
24.7	Iselin, N. J.	6:11	159.8	Havre de Grace, Md.	10:20
28.8	Metuchen, N. J.	6:18	168.1	Churchville, Md.	10:37
33.1	New Brunswick, N. J.	6:26	175.3	Belair, Md.	10:45
40.0	Monmouth Junction, N. J.	6:45	182.7	Kingsville, Md.	10:56
60.9	Trenton, N. J.	7:10	198.0	Baltimore, Md. (North Ave. and Charles St.)	11:23
70.3	Langhorne, Pa.	7:23	207.8	Elkridge, Md.	11:47
89.4	Philadelphia, Pa. (Broad and Rising Sun Ave.)	7:53			P. M.
99.8	Darby, Pa.	8:17	217.8	Laurel, Md.	12:06
108.2	Chester, Pa.	8:33	223.6	Beltsville, Md.	12:14
111.1	Marcus Hook, Pa.	8:42	230.2	Hyattsville, Md.	12:23
120.4	Wilmington, Del.	8:42	235.5	Fifteenth and H Sts.	12:32
134.7	Newark, Del.	9:35	238.2	Washington (14th St. and Pa. Ave.)	12:49

PREVIOUS RECORD.

E. B. Terry, in Apperson..... 8 hrs. 52 mins.

PRESENT RECORD.

D. B. Gish, in Haynes..... 7 hrs. 26 mins.

STOPS.

Drawbridge open..... Newark, N. J..... 2 minutes

Gas, oil..... Marcus Hook..... 3 minutes

Freight train..... Elsemere Junction..... 1 minute

Freight train..... Marshallton..... 3 minutes

Traffic..... Susquehanna Bridge..... 5 minutes

"THE BUSY CORNER"

S. Kann Sons & Co.

8TH ST. AND PENNA. AVE.

BRIGHTEN UP!!

WIZARD Automobile Polish

Is the Preparation to Do It With

CLEANS, POLISHES AND RENEWS THE FINISH ALL AT THE SAME TIME!

Products are noted for their excellence in keeping things bright and shiny, and this preparation only strengthens their reputation.

WIZARD Automobile Polish will not gum or stick, because it dries instantly and leaves a smooth finish.

Special Monday Offer
1 Pint Can Wizard Auto Polish } 50c
1 Wizard Auto Hand Duster }

Globe Tire Guarantee

We claim that GLOBE TIRES are the best tires ever made. There is only one way to convince you, and that is by actual service.

Our liberal actual mileage guarantee protects you, and a trial will prove conclusively that we could, with safety, greatly increase our guarantee.

Ford Non-Skid Tires guaranteed for 7,500 miles, or more than double that of other companies.

Ford Non-Skid	Globe Tires	Other Standard Makes
30x3	\$15.43	\$12.05—\$12.50—\$10.40
31x4	\$26.42	\$23.95—\$22.85—\$20.75
32x4	\$25.87	\$24.35—\$23.20—\$21.10
33x4	\$28.04	\$25.65—\$24.20—\$22.00
34x4	\$28.88	\$26.20—\$24.65—\$22.40
36x4	\$30.02	\$27.90—\$26.05—\$23.70
36x4 1/2	\$41.27	\$36.95—\$34.75—\$31.60
37x5	\$50.36	\$46.00—\$41.05—\$37.35

Drop a card or phone us and our representative will call. Any adjustments, if necessary, are made at our salesroom, thus avoiding any delay.

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Rudolph & West Company
1322 New York Ave. N.W., Washington, D. C.

THE HAYNES 'SIX RECORD HOLDER

Is on Exhibition in Our Salesroom

Haynes "Light Six" Prices

3-passenger Roadster, \$1,485 7-passenger Touring Car, \$1,585

5-passenger Touring Car, \$1,485

F. O. B. Koromo, Ind.

HAYNES MOTOR COMPANY, Inc.

Tel. North 655. 1113 14th St. N. W. D. B. GISH, Manager.
Distributor for Empire Tires